

INTIMATION

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GOVERNOR.WATSON'S
HOUSEHOLD
AMMONIA.For the BATH, TOILET, NURSERY and
HOUSEHOLD.Promotes a healthy action of the skin,
counteracts all effects of perspiration, and is
as refreshing and invigorating to the system
as a Turkish Bath.It is invaluable for Cleaning Jewellery,
Silver, Plated Ware, etc., etc.WATSON'S
COLD CURE
TABLETS.Invaluable for Cold in the head, Influenza,
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A SPECIFIC for sore feet and blistered
toes.A DEODORISER for the feet, armpits and
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A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

[22]

BIRTH.

WHITE.—At Brentnort, 89A, Peak, on
July 27th, to Mr. and Mrs. HEDLEY
G. WHITE, a son.HONGKONG OFFICE: 10A, DES VOUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 28TH, 1913.

The *Times* has recently issued, as one of its Special Supplements, a Textile Number, consisting of a review of the history, progress, resources, and present state of all branches of the textile trade throughout the world. It is naturally mainly concerned with the question as it affects England, but almost every country has its place in the review, and the section devoted to China, though inevitably limited in space and condensed in substance, gives an accurate idea of what China has done, is doing, and might do in this field. Silk, cotton, wool, and fibre are the headings under which the subject is subdivided, and in no case is a very bright picture presented to us. Practically everywhere we see the same state of affairs—a state of affairs on which we have already had occasion to comment more than once—rule of thumb methods, no scientific investigation, no change of seed or methods, and consequent gradual deterioration of crops, with the ultimate result that even where China was once supreme she is now lagging behind other countries. "At one time China supplied the West with all its silk products; within the last 50 years it still supplied half the trade. It has now been overtaken by Japan, and has to be content with less than a third of the world's trade. In 1910 Japan's contribution was 36 per cent., China's 31, Eastern Europe 19, and the Levant and Central Asia 11 per cent."

We have on various occasions pointed out the mistake that China is making in not devoting her attention more to the development of her natural resources of every kind, vegetable and animal as well as mineral, and if demonstration of this need be still required, these figures of the silk trade would provide it. Since

the ruin of her tea trade, silk is China's staple export, and in spite of the progress of Japan it still accounts for some 25 per cent. of the exports passing through the Maritime Customs, yet the Government, which includes a Ministry of Agriculture and Forestry, seems quite apathetic over the retrograde tendency. Something has been done here and there, notably in Szechuan, which is one of the chief silk-producing provinces. Here, Schools of Sericulture were established on a large scale, almost every city in the silk-growing area being provided with one; these should have proved a great boon, and, if properly worked, have effected a real improvement both in the rearing of the worms and in the winding of the cocoons, but unfortunately they were run as a rule in a very haphazard way, and touched only a very small number of the people interested. As things are, silk growing in China is essentially a "cottage" industry, every housewife in the sericultural districts raising her own little crop. This being so, it is hard to see how any great improvement can be effected without radical change, and probably there will be no appreciable advance until the rearing is done on a large scale, as a "factory" industry, when it will be possible to apply the skilled attention and scientific methods that alone can save the trade from further decline. There is another side of the question, too, suggested by a perusal of the *Times* article. Almost all the winding is done by hand with the crudest of machinery, yet we find the 17 steam filatures at the Treaty Ports contributing about 40 per cent. of the total value of China's silk exports. Japan, it may be noted, possesses 2,933 silk filatures using mechanical power. If in conjunction with this we consider that Japan regularly takes about 50 per cent. of China's cocoon export, it is evident that China's need is not confined to improvements in the methods of selecting and rearing the worms, but that a far wider use of machinery is also necessary, and that progress in this one respect alone would do much to recover for China her former pride of place. The astonishing backward state of the industry in this respect is apparent from the fact that there is, we believe, not a single filature with modern machinery in the whole of the great silk-producing province of Szechuan—the Commercial Attaché of the British Legation shows none in his list. And if China's silk trade is, comparatively, declining now, the future outlook must be even more gloomy unless the trade adapts itself to modern exigencies. Not only is the home market falling off, owing to the growing popularity of cheap foreign fabrics, but another section of the *Times* supplement reveals a new source of competition in the shape of artificial (nitrocellulose) silk, which can be made to sell, in the finished article, at as low a price as 1s. 6d. a yard in England, and which is even being exported from England to China. To turn to another of China's textiles, the *Times* article does not take quite so pessimistic a view of the cotton trade, either in the production of the raw material or in the manufacturing field, though the outlook is none too bright. One of the great benefits that China has from the first been promised as the fruit of the abolition of poppy cultivation is the increased production of raw cotton. This is scarcely borne out by the Customs figures: the first of the recent anti-opium Edicts was issued in 1906, since when the exports of raw cotton have been:—

1906	769,542 piculs.
1907	988,015 "
1908	913,102 "
1909	635,687 "
1910	1,477,301 "
1911	877,744 "

Even allowing for the effects of the revolution in disturbing trade, and for the growing demand from Chinese mills, the increase in this commodity is in no sense commensurate with the area through which opium has undoubtedly been suppressed. There is, too, the same conservatism and lack of science to be combated here, though there is some promise of progress; as the writer in the *Times* points out, the great defect of Chinese cotton is that it is of very short staple, but "experiments with new seed in Manchuria have resulted in the growth of a cotton of longer staple, and it is generally believed that with reasonable care China could produce a cotton that would compare favourably with that of America." The woollen and fibre trades are comparatively small; the former is seen from the Customs to be rather more than holding its own in recent years, while the latter shows a falling off, though in this case foreign exports are not a fair index of the trade, which is mainly internal. Altogether, this review of China's textiles demonstrates that in this as in almost all branches of her industry the same state of stagnation and apathy exists, and that the one great need is the adoption of modern methods and machinery.

To-day is the anniversary of the Peruvian Republic, and the Consul is "at Home" at the Consulate this morning.

Brigadier-General H. H. Bandholtz, Chief of Constabulary in the Philippines, has been relieved of his position. He is at present in the United States.

A lecture entitled "Divination in Ancient China, or the Book of Changes," will be given in the European Y.M.C.A. Rooms to-night at 9 p.m. by the Rev. H. H. Wells.

Owing to the inclement weather on Saturday all sporting fixtures had to be postponed, also the promenade concert which was to have been held on the ground of the Hongkong Cricket Club that evening.

TENDERS FOR REPAIRING THE "NIPPON."

We learn that the tender of the Hongkong and Whampoa Dock Co., Ltd., for the repair of the Swedish steamer *Nippon* was £26,000; while that of the Shanghai Dock and Engineering Co., Ltd., was £17,300. The latter tender has been accepted.

BILLIARD TOURNAMENT.

An American Billiard Tournament was completed on Friday, the 25th inst., in the Naval Quarters, H.M. Dockyard. The first and second prizes were given by the Rev. A. C. Moreton, R.N., Chaplain of H.M.S. *Tamar*, Naval Dockyard and Establishments. The third and consolation prizes were given by the Messrs. Pike, Moynihan, and Wilkinson having an equal number of points for the third prize, which, on the replay, was won by Second Sick-Berth Steward Moynihan.

The prizes were presented to the winners by the Rev. A. Moreton, R.N., as follows:—1st prize, Chief Writer R. H. Humpherson, silver bowl; 2nd prize, Chief Writer W. E. D. Kitt, silver cigarette case; 3rd prize, 2nd S.B.S. J. Moynihan, walking stick; consolation prize, Stoker Petty Officer J. Cooksley.

A hearty vote of thanks was accorded to the Rev. A. C. Moreton, R.N., for presenting the prizes.

THE NEW CHINESE CEMETERY AT ABERDEEN.

The rules and regulations for the proper management of the new "Chinese Cemetery at Aberdeen" are set out in full in the *Gazette*. It is provided that the promoters of the Cemetery shall, before the laying out of the Lot and its utilization as a burial place, collect among themselves and those Chinese who are in sympathy with the movement, the minimum sum of \$25,000; to be handed over to a Board of Management to be devoted to the purposes specified in the deed of appropriation. Every promoter or subscriber of \$100 or upwards will be entitled to certain privileges as regards the free allotment and reservation of a certain number of sites for burial purposes, but the exact nature and extent of such privileges, and the number of free burial sites to be allotted and reserved, together with the manner of such allotment, is to be determined and defined by the Board.

The Board will have full and absolute power in the management of the Cemetery and in the control and disposal of the funds. The number of members of the Board is to be not less than 12 or more than 20. The Government officers holding for the time being the posts of Director of Public Works, Registrar-General, and Head of the Sanitary Department respectively will be *ex-officio* members of the Board. The remaining members, who will be unofficial members, are to be appointed from among themselves by the promoters and subscribers of \$100 and upwards in open meeting assembled.

RAILWAY SERVANT CHARGED WITH EMBEZZLEMENT.

A Chinese was charged before Mr. C. D. Melbourne with embezzling 50 cents, the money of the Kowloon-Canton Railway Company. Mr. Lewis (of Messrs. Johnson, Stokes & Master) defended, and asked what would be the bail for such an amount. He suggested a dollar.

Inspector Watt said he thought the bail should be \$500, as there had been a series of these offences in connection with the railway. Mr. Lewis said he considered it a hardship that the defendant should suffer if the matter was in the course of investigation. He thought if the bail was fixed at \$150 he would see if his client could find the money and, if not, he would apply to his Worship again for a reduction. Inspector Watt said the hearing of the case would take a long time—probably four hours, as two of the witnesses for the prosecution would give evidence at great length. The offence was a very serious one. His Worship said the defendant was in the employ of the Government, and there was no evidence on which bail might be fixed. He would allow bail in \$250.

TELEGRAMS.

THE BALKANS.

ROUMANIAN PROPOSALS DECLINED.

Roumania's efforts to procure an immediate cessation of hostilities have been frustrated. Greece and Serbia have proved obdurate and declined Roumania's proposals.

They insist upon continuing hostilities until a definitive armistice, coupled with preliminaries for peace, have been signed.

THE HUMILIATION OF BULGARIA.

It is stated in Vienna that Austria, Russia and Roumania have agreed to the adoption of measures to prevent the further humiliation of Bulgaria by Greece and Serbia.

ROUMANIAN ADVANCE ARRESTED.

Router's correspondent at Bukharest wires that at the request of Bulgaria the advance of the Roumanian troops has been arrested fifteen kilometres from Sofia.

GRECIAN STATEMENT TO THE POWERS.

Greece, in a statement to the Powers, repudiates a desire to crush Bulgaria by insisting on a simultaneous signature of the armistice and the peace preliminaries, and declares that the Bulgarians can save their Throne and preserve public order if they will accept the conditions of the victors. She further says that the Powers should apply pressure at Sofia, not at Athens and Belgrade.

THE INVASION OF BULGARIA.

A message from Constantinople states that M. Ghemadiff, the Bulgarian Foreign Minister, has telegraphed to the Porte protesting against the invasion of Bulgaria by Turkish troops.

The Grand Vizier replied on the 24th instant that some patrols, while reconnoitring, crossed the frontier, but were withdrawn by the Commander-in-Chief.

GREEKS OCCUPY DEDEAGATCH.

Greek marines are in occupation of Dedegatch.

PEACE DELEGATES START FOR BUKHAREST.

The delegates of the different States are proceeding to Bukharest. The Bulgarian Minister, M. Tontcheff, has started, likewise the Greek delegate, M. Panas. M. Venizelos has gone to Salonika to see the King before going to Bukharest.

POWERS DIFFER.

Last Friday's conference of the Ambassadors made it manifest that the Powers had not agreed on any active steps beyond perhaps a severe remonstrance to Turkey. The only Power which is inclined to take action is Russia.

CAPITULATION OF WIDIN EXPECTED.

The Servians are beginning to surround Widin, and the capitulation is expected shortly. The troops of General Kutcheff are already beginning to surrender.

BULGARIAN TROOPS DEMORALISED.

Unofficial reports from Bukharest say that the Bulgarian troops are wholly demoralised, and refuse to face the enemy.

BRITISH WARSHIPS FOR THE MEDITERRANEAN.

LONDON, July 26th.

H.M.S. *Invisible* and *Indomitable* have been ordered to the Mediterranean after the naval manoeuvres.

COUNTY CRICKET.

LONDON, July 26th.

Kent have defeated Middlesex by seven wickets.

The match between Surrey and Essex was drawn.

Yorkshire beat Nottinghamshire by five wickets.

Sussex beat Lancashire by 65 runs.

TELEGRAMS.

THE MONROE DOCTRINE IN AMERICA.

WASHINGTON, July 26th.

In the House of Representatives a concurrent resolution has been introduced re-affirming the Monroe Doctrine and refusing to permit further extension of the colonisation system by European nations in this hemisphere, and particularly objecting to colonisation by peoples with whom the Caucasian race cannot and will not assimilate.

The last clause is supposed to refer to the project for Japanese colonisation in Mexico.

The resolution also demands the abandonment of the Philippines immediately stable government has been established.

The resolution has been referred to the Committee of the House.

SUFFRAGISTS GO TO PRISON.

DECLAIMING AGAINST "CAT AND MOUSE" ACT.

LONDON, July 26th.

In connection with the attempt of the Suffragists to present a memorial to Mr. McKenna at St. Stephen's Hall, Mrs. Pethick Lawrence, Lady Sybil Smith and Miss Sharpe refused to be bound over and went to prison for a fortnight.

They delivered speeches against the "Cat and Mouse" Act.

DANISH RAILWAY DISASTER.

COPENHAGEN, July 27th.

Fifteen people have been killed and ten injured through the derailment of an express train near Esbjerg.

The Socialist leader, Sabroe, was killed, and two out of thirteen English passengers were injured.

MR. AUSTEN CHAMBERLAIN.

CELEBRATES PARLIAMENTARY COMING OF AGE.

LONDON, July 27th.

Mr. Austen Chamberlain celebrated his Parliamentary "coming of age" at Highbury. Five thousand people were present.

His father, the Rt. Hon. Joseph Chamberlain, made his first appearance since his illness, and as he walked the lawn he was cheered by the crowd.

Mr. Austen Chamberlain was presented with a model in silver of a Spanish galleon, and his wife with a diamond pendant.

AN AVIATION FEAT.

LONDON, July 27th.

Aviator Sider has re-crossed the Alps from Milan to Sale in three and three-quarter hours.

THE ANTARCTIC EXPLORERS.

RECEIVED AND DECORATED BY THE KING.

LONDON, July 27th.

His Majesty the King has received in audience at Buckingham Palace the officers and men of the *Terra Nova* and the relatives of those who perished. His Majesty personally decorated the men of the expedition with the Antarctic medal.

MRS. PANKHURST SERIOUSLY ILL.

LONDON, July 26th.

The condition of Mrs. Pankhurst is very serious and the doctors have resorted to the transfusion of blood.

DEATH OF GENERAL PRENDERGAST.

LONDON, July 26th.

The death is announced of General Sir Harry North Dalrymple Prendergast, V.C., K.C.B., at the age of 79 years.

[Deceased, who was born in India, entered the service in 1854 and saw much fighting and was decorated with many medals during his military career. He served in the Persian war of 1857; with the Central India field force in 1858, when he gained the Victoria Cross; in the Abyssinian war, 1867-68. He was in command of the Sappers with the Indian expedition to the Mediterranean, 1878; commanded the expedition that resulted in the annexation of Upper Burma, 1885-86. General Prendergast also acted as Secretary to the Indian Government Military Department, was in command of and officiated as Resident of many districts in India, and received the thanks of Her Majesty, Queen Victoria, and the Government of India for his services. Deceased was a prominent sportsman, and in his younger days excelled at boxing, fencing, sword play, running, cricket, football, hunting and polo.]

TELEGRAMS.

INTERNATIONAL LAWN TENNIS.

KEEN STRUGGLE FOR DAVIS CUP.

LONDON, July 26th.

In the challenge round of the Davis Lawn Tennis Cup, commenced on Friday at Wimbledon, between Britain (holders) and America (challengers), the following results have been registered:—

Parke (Britain) beat McLoughlin (America) by 8-10, 7-5, 6-4, 1-6, 7-5. This was a superb struggle. McLoughlin's serving and "smashing" were tremendous; while Parke showed magnificent all-round supreme judgment.

Williams (America) beat Dixon (Britain) by 8-6, 3-6, 6-2, 1-6, 7-5.

McLoughlin and Hackett (America) beat Barrett and Dixon (Great Britain) by 5-7, 6-1, 2-0, 7-3, 6-4. The brilliant volleying of Barrett and the splendid placing of McLoughlin's service were outstanding features of the match.

SHOOTING AT BISLEY.

LONDON, July 26th.

Sergeant Ommundsen has won the Silver Medal in the King's Prize.

Private Fulton, of the Queen's Westminster, has won the St. George's Vase with a score of 119.

KING'S PRIZE WON BY A CANADIAN.

LONDON, July 27th.

Private Hawkins, of a Canadian regiment, has won the King's Prize with a score of 330. Private Tenby, of the Royal Warwick, was second with a score of 329; and Private Allan, of the Royal Scots, third with a score of 325.

[Last year this trophy was won by Private A. G. Fulton with a score of 335.]

THE TURF.

THE LIVERPOOL CUP.

LONDON, July 26th.

The race for the Liverpool Summer Cup resulted as follows:—

Long Set 1

Bachelor's Hope 2

Knucknacorrige 3

Five started. Won by a length, four lengths between second and third. The betting was—6 to 4 against Long Set, 5 to 2 Bachelor's Hope, 25 to 1 Knucknacorrige.

Thistleton was ridden by W. Huxley and Cheshire rode Drinmore. Belted Earl did not start. Stedfast was scratched at 9.8 o'clock yesterday.

GOODWOOD STEWARDS CUP.

The betting for the Goodwood Stewards Cup, run at Goodwood on July 26, is as follows:—100 to 9 Castleton and Braxted, 100 to 8 Simon the Jester, 100 to 7 Harmonicon, Cigar and Poor Boy.

WARSHIPS FOR SALE.

H.M.S. *Alacrity*, until lately used as the Admiral's yacht, and two twin-screw torpedo-boat destroyers—H.M.S. *Handy* and *Janus*—are advertised for sale by public auction by Messrs. Hughes & Hough, auctioneers. The *Alacrity* is being sold without restriction as to disposal. The destroyers are "to be sold separately for breaking up." The auctions take place on September 2nd.

STEAMSHIP CONNECTION BETWEEN MANILA AND NORTH CHINA.

A Manila contemporary says:—A direct semi-monthly steamship service between Manila and North China ports, something for which there has been a crying need for years, has been assured by the Kailan Mining Administration, one of the largest coal concerns in China, which was formerly known as the Chinese Engineering and Mining Company, Limited. The first vessel of this line, the *Sir Richard Audry*, 3,400 tons, will arrive from Chinwangtao Wednesday and will sail again for Chinwangtao direct, July 27, making the trip in seven days. Within two months' time vessels of this line will be running regularly every two weeks between Manila and Chinwangtao.

CIOELY RUBBER ESTATES.

The net profit of the Cioely Rubber Estates Company for the year ended March 31st last amounted to £32,732, and £4,687 was brought forward. It is proposed to pay a final dividend of 7½ per cent. on the Preference shares (making a total of 15½ per cent. for the year) and 7½ per cent. on the Ordinary shares (making 150 per cent. for the year), to place to reserve £7,000, and to carry forward £24,019. The output of dry rubber amounted to 249,231lb., costing 1s. 2.90d. per lb., f.o.b., and sold for a net average of 3s. 9½d. per lb., against 27,479lb. last season, realizing 4s. 8d., and costing 1s. 3.5d. The manager estimates that upwards of 280,000lb. of dry rubber will be harvested during the current year.

RANKS

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
(CHARTER))

Capital	Yen	10,000,000
Capital Subscribed (paid up) ..	Yen	6,250,000
Reserve Fund	Yen	2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Swatow	Tainan
Anping	Kobe	Tamsui
Canton	Nagasaki	Tokyo
Foochee	Osaka	Yokohama
Keelung	Shanghai	

HONGKONG OFFICE,
3, DES VŒUX ROAD.
Interest allowed on Current Accounts
Deposits received on terms which may be had
on application.
K. TSUDZURABARA, Manager
Hongkong, 1st May, 1913 636

Authorized Capital	£1,500,000
Subscribed "	1,125,000
Paid-up "	562,500
Reserve Fund	

... .. 415,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. B. LINTON,
Manager,

Hongkong, 14th July, 1913. [878]

**INTERNATIONAL BANKING
CORPORATION.**

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—	
Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama

Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

CAPITAL AND SURPLUS ... £7,060,000
equal £1,450,000
EVERY DESCRIPTION OF BANKING
BUSINESS transacted

CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum. or for shorter periods.

periods, at rates which may be ascer-
tained on application.

BILLS NEGOTIATED and COLLECTED
MAIL and TELEGRAPHIC REMIT
TANCES made.

LETTERS OF CREDIT and DRAFTS
granted on all the principal cities in
the World.
THE BANK'S CIRCULAR LETTERS OF

CREDIT are available all over the
World.
COMMERCIAL LETTERS OF CREDIT
issued.
PURCHASE and SALE of Stocks and

Shares effected.
TRAVELLERS' CHECKS sold and cashed
GEORGE HOGG,
Manager.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL	\$15,000,000
RESERVE FUNDS:—			
STERLING			
\$1,500,000	\$15,000,000

21,000,000 at 2/10=	\$15,000,000
SILVER	\$17,200,000
	\$32,200,000
RESERVE LIABILITY OF PROP'ORS	\$15,000,000

COURT OF DIRECTORS.
S. H. DODWELL, Esq.—Chairman.
Hon. Mr. D. LANDALE.—Deputy Chairman.

W. L. Friceland, Esq.	W. L. Pattenden, Esq.
J. S. Gubbay, Esq.	J. A. Plummer, Esq.
J. H. Holyoak, Esq.	Hon. Mr. E. Shellim.
J. R. Laurence, Esq.	H. A. Siebz, Esq.
J. Loh, Esq.	

CHIEF MANAGER;
Hongkong-N. J. STABE.

MANAGER:
Shaughal—A. G. STEPHEN.
—
LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum
 For 6 months, 3½ per cent. per Annum

For 12 months, 4 per cent. per annum
N. J. STABB,
Chief Manager.
Hongkong, 8th May, 1913. 18

THE
OKOHAMA SPECIE BANK
LIMITED.

PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 18,200,000

HEAD OFFICE--YOKOHAMA.

Branches and Agencies at
 Antung-Hsien Liao-Yang Hyeojun
 Calcutta (Port Arthur;
 Bombay London San Francisco
 Changchun Kiao-An Shanghai

Shanghai	Los Angeles	Shanghai
Sairon (Daly)	Lyons	Tiehling
Fengtien (Mukdan)	Nagasaki	Tientsin
Hankow	Newchwang	Tokyo
Harbin	New York	

Honolulu	Osaka
Kobe	Pekin

INTEREST ALLOWED ON CURRENT ACCOUNTS
 Deposits received from 1st Jan. 1900 to 31st Dec. 1900

EISHI ONO,
 Manager,
 Hongkong, 31st March, 1913.

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THE CHINESE LOAN.

ANOTHER QUESTION IN PARLIAMENT.

In the House of Commons on the 3rd inst., Sir J. Spence (Devonshire, Tavistock, Opp.), in behalf of Mr. Norman Craig (Kent, Thane, Opp.), asked the Secretary of State for Foreign Affairs whether he was aware that the bankers of the quintuple group issued the recent Chinese loan at a price which, after a large profit to the bankers, offered to the investing public a yield of about 5 1/2 per cent.; whether he was aware that the amount of the issue in London, £7,416,000, was subscribed 12 times over; whether he was aware that the City of Montreal issue, £1,430,000, carrying 4 1/2 per cent. and issued about the same time at par, was less than half subscribed by the public; more than half being left to the underwriters; whether he recognized that the issue at a low price with a high yield of stock carrying the diplomatic support of his Majesty's Government was calculated to affect prejudicially issues of our national, Colonial, and municipal stock at prices giving a yield according with ordinary market rates; and whether his Majesty's Government would in future refuse to give diplomatic support of a monopolistic character without reserving control over the financial aspect of the projects supported.

Sir E. Grey.—With regard to the first part of the question, respecting the purely financial aspect of the loan, I must refer the hon. member to the reply which I gave him on the 12th ult. I am unable to accept the conclusions which the hon. member has drawn from a comparison between the subscriptions to the two loans referred to. The public are naturally free to choose their own investments and his Majesty's Government have no control over their choice. Many previous loans both to China and other countries have had the diplomatic support of his Majesty's Government; in this instance his Majesty's Government were only one of five Powers, who gave support without, however, incurring any pecuniary liability such as a guarantee. With regard to the future, his Majesty's Government will certainly continue to be interested, if only for the benefit of British enterprise and trade, in stability being given to Chinese finances, and I cannot give any general undertaking as to the nature of their action, which must largely depend on the development of the situation. It may be that at any given moment it is undesirable for his Majesty's Government to encourage the issue of loans, and when such considerations are present they will be taken into account.

INSURANCE BUSINESS IN JAPAN.

HOW FOREIGN COMPANIES ARE REGULATED.

The question of insurance has assumed great importance in Japan during the past few months, and is, therefore, worth going into at some length.

It should be premised that, according to Japanese law, insurance business is divided into two classes: (a) life, and (b) against loss. The latter is supposed to include everything except life, but it should be made clear that there is no insurance on a large scale in Japan for anything save life, fire, and marine. Accident, boiler, conscription, fidelity, and sickness are represented by only one company in each class, while insurance against such risks as earthquakes, burglary, fire, employers' liability, etc., cannot be placed in Japan. An insurance company is not permitted to carry on any business other than that of insurance, nor is a company doing life insurance allowed to conduct insurance business against loss (i.e., marine, fire, etc.).

Life Insurance.—According to the latest returns there are thirty Japanese companies which received £2,570,000 in premiums in 1911 and made £21,355 net contracts, amounting to £18,900,000, their liability reserves at the close of 1911 being £7,200,000, and five foreign companies (of which two are Canadian, two United States, and one Hongkong registration) who received £348,000 in premiums in 1911 and made 3,679 new contracts, amounting to £1,000,000, their liability reserves at the end of the year being £1,325,000.

Foreign Insurance.—According to the latest returns there are thirty Japanese companies which received £2,570,000 in premiums in 1911 and made £21,355 net contracts, amounting to £18,900,000, their liability reserves at the close of 1911 being £7,200,000, and five foreign companies (of which two are Canadian, two United States, and one Hongkong registration) who received £348,000 in premiums in 1911 and made 3,679 new contracts, amounting to £1,000,000, their liability reserves at the end of the year being £1,325,000.

Marine Insurance.—From the latest returns it would appear that there are eleven Japanese companies doing marine insurance business in Japan, which in 1911 received premiums amounting to £276,000, and paid claims amounting to £262,000, the business expenses being £22,500, and eleven foreign companies, nearly all of which are British.

Fire Insurance.—This is reserved for the last, because from a commercial point of view it is the most important. It has been said by those who are competent to judge that, comparatively speaking, Japan enjoys cheaper fire insurance than any other country. There is constant competition going on between the foreign and Japanese companies for the large industrial risks, with the result that rates

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NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 29th July, will be subject to rent.

All broken, elated, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th July, at 9.30 A.M.

All Claims must reach us before the 5th August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 22nd July, 1913.

NORDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 28th July will be subject to rent.

All broken, elated, and damaged goods are to be left in the Godowns, where they will be examined on the 28th July, at 9.30 A.M.

All Claims must reach us before the 4th August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 21st July, 1913.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"NANKIN"
Arrived Hongkong on 23rd July, 1913.
From ANTIWEIP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

B. A. HEWETT,
Superintendent.

Hongkong, 23rd July, 1913.

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STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

R.M.S. "EMPEROR OF INDIA."

THE above-mentioned Steamer having arrived from VANCOUVER, VICTORIA and JAPAN PORTS, Consignees of Cargo are hereby notified that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon Godowns, where delivery can be obtained.

Goods on hand after the 30th inst. will be subject to rent.

No Fire Insurance will be effected. All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination.

No Claims will be admitted after the Goods have left the Godowns.

D. W. CRADDOCK,
General Traffic Agent.

Hongkong, 25th July, 1913.

MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH.

Albatross, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Cochrane, Weihaiwei.

Atlas, despatch-boat, 1,150 tons, 1,400 i.h.p., Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. B. E. Pritchard, Weihaiwei.

Britomart, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. W. H. Darvall, on passage Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.f., Comdr. Hugh P. E. T. Williams, Weihaiwei.

Cherub, water tank and tug, 360 tons, 340 i.h.p., Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Hongkong.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.

Flora, 4,360 tons, 9,000 f.f., 12 guns, Capt. Charles F. Corbett, M.V.O., Shanghai.

Hampshire, 10,850 tons, 21,000 f.f., 11 guns, Capt. Marcus Rowley Hill, Weihaiwei.

Kinsale, 616 tons, 1,200 i.h.p., Lieut.-Comdr. H. Marryat, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Singapore.

Minotaur, armed cruiser (flagship Vice-Admiral T. H. Jerrard, C.B.), 27,000 i.h.p., Capt. E. B. Kiddle, Weihaiwei.

Monmouth, armed cruiser, 9,800 tons, 22,000 i.h.p., Capt. B. H. F. Barttelot, M.V.O., Weihaiwei.

Moorehead, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Alan Dixon, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 f.f., Capt. F. A. Powlett, Weihaiwei.

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. Malcolm Murray, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 f.f., 6 guns, Lieut.-Comdr. E. J. G. Mackintosh, Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. J. Plotwood-Nash, West River.

Rosario, depot ship for Submarines, 980 tons, 1,400 i.h.p., Commander N. E. Archdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. H. Hutton, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Maurice B. Leslie, Hongkong.

Take, torpedo boat destroyer, 305 tons, 6,000 i.h.p., Gunner W. H. Hyder, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Hon. Guy Stopford, Chungking.

Thistle, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. I. R. N. Cottrell-Dormer, Yangtze.

Uk, T.B.D., 590 tons, 7,500 f.f., 6 guns, Lieut. Maxwell, Weihaiwei.

Vinago, torpedo boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Eddam Whitham, Weihaiwei.

Whiting, torpedo boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. R. Neville, Weihaiwei.

Wildcat, gunboat, 195 tons, 2 guns, 800 h.p., Lieut.-Comdr. J. C. P. Barrett, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. M. B. R. Blackwood, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Robin W. Lloyd, Yangtze.

Submarines:—

C. 36. D. J. McGillivray, Lieut.-Comdr.

C. 37. J. A. Gimes, Lieut.-Comdr.

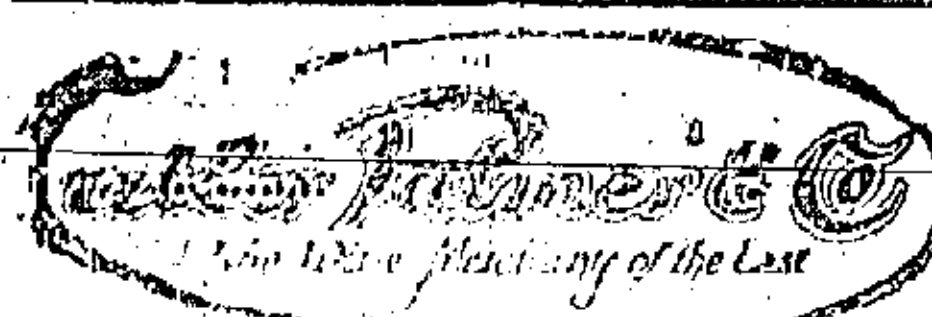
C. 38. R. K. C. Pope, Lieut.-Comdr.

T.B. 335, Lieut.-Comdr. Handley, Hongkong.

T.B. 335, Lieut.-Comdr. Stilleman, Hongkong.

T.B. 337, Lieut.-Comdr. Nicol, West River.

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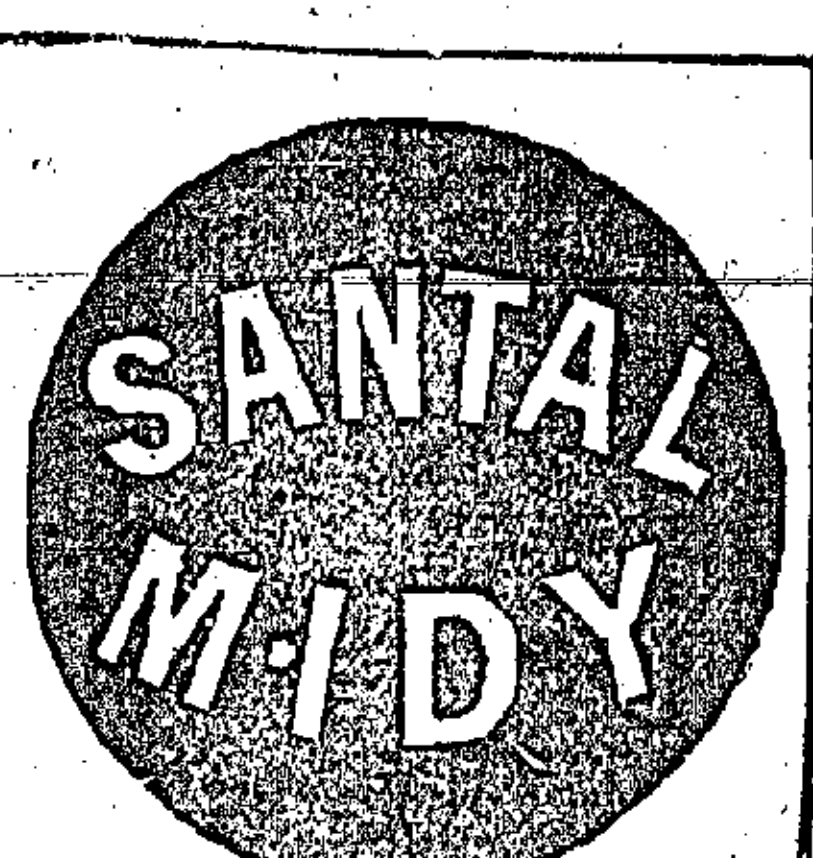
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CHINA	10,200	...	TUESDAY, 5th Aug., at 1 p.m.
MANCHURIA	27,000	...	SATURDAY, 16th Aug., at 3 p.m.
NILE	11,000	...	SATURDAY, 23rd Aug., at 1 p.m.
MONGOLIA	27,000	...	SATURDAY, 30th Aug., at 1 p.m.
PERFIA	9,000	...	SATURDAY, 13th Sept., at Noon
KOREA	18,000	...	SATURDAY, 20th Sept., at 1 p.m.
SIBERIA	18,000	...	SATURDAY, 4th Oct., at 1 p.m.
CHINA	10,200	...	TUESDAY, 14th Oct., at Noon.

INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	From Manila.	Due Hongkong.
29th July ... CHINA ... 31st July	29th July ... MANCHURIA ... 27th July	29th July ... CHINA ... 31st July	29th July ... MANCHURIA ... 27th July
16th Aug. ... NILE ... 13th Aug.	16th Aug. ... NILE ... 13th Aug.	16th Aug. ... NILE ... 13th Aug.	16th Aug. ... NILE ... 13th Aug.
13th Sept. ... PERFIA ... 15th Sept.	13th Sept. ... PERFIA ... 15th Sept.	13th Sept. ... PERFIA ... 15th Sept.	13th Sept. ... PERFIA ... 15th Sept.
14th Oct. ... CHINA ... 16th Oct.	14th Oct. ... CHINA ... 16th Oct.	14th Oct. ... CHINA ... 16th Oct.	14th Oct. ... CHINA ... 16th Oct.
28th Oct. ... NILE ... 30th Oct.	28th Oct. ... NILE ... 30th Oct.	28th Oct. ... NILE ... 30th Oct.	28th Oct. ... NILE ... 30th Oct.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier). TELEPHONE No. 141.
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For STEAMER To SAIL

SHANGHAI, KOBE AND CHINA ... On 28th July, at A.M.
YOKOHAMA ... On 29th July, at 1 p.m.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars apply to
S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG: 2nd August. Connecting with "MIRAMICHI" 16th August.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "GREGORY APCAR," 4,500 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KOBE and MOJI on 16th August.

WESTWARD.

S.S. "JELUNGA," 5,200 tons, Capt. J. R. O. Sullivan, will be despatched for SINGAPORE, PENANG and CALCUTTA on 29th July, at 3 p.m.
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched as above on 2nd August.

The above Steamers have excellent Saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSON & CO., LTD.,
Agents

Hong Kong, 1st July, 1913.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 28th JULY, 1913.

8 a.m. "HONAN." 8 a.m. "HEUNGSHAN."

10 p.m. "KINSHAN." 5 p.m. "PATSHAN."

TUESDAY, 29th JULY, 1913.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAN."

10 p.m. "PATSHAN." 5 p.m. "KINSHAN."

A Telephone service has been recently installed on the Canton Company's steamers.

Day Steamers Call No. 776. Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 3rd AUGUST, 1913.

The Company's Steamship

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B. The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAI" and "SANLU." These vessels have superior Cabin accommodation and are lighted through and by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th August, at 4 p.m. Superior accommodation for 1st and 2nd Class passengers, no mix-up, no tips, no inside Cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st July. These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No mix-up. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPSON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3.15, II £2.1.6, III £1.10.6.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lugano, Basel, Leon, Calais or Boulogne, Class I £3.15, II £2.1.6, III £1.10.6.
BY SEBRING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £2.1.11, II £2.8.9, III £1.10.6.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £2.10.3, II £2.1.6, III £1.10.6.
TO SHANGHAI.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st August, at 6 a.m.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
S.S. "VOEWALDERS," 12,900 tons, will leave as above about 31st July.
Cargo (taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America).
SANDER, WIELER & Co., Agents,
Hongkong, 18th July, 1913. Prince's Building.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE AND MOJI	"TEDDO"	7,200	On 7th Sept.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

SAN FRANCISCO SCENIC ROUTE TOYO KISEN KAISHA TRANS-CONTINENTAL

WESTERN PACIFIC
DENVER AND RIO GRANDE.
New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

S.F. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).
S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE).
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily bath, bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.
The T.K.K. lines connect at San Francisco with the great trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers, Through Tourists' Sleepers, Dining Cars—Observation Cars, Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 625.

O. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. [57]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU Capt. J. Nagano.	16,000	WED'DAY, 30th July, at Daylight.
	HITACHI MARU Capt. Yamawaki.	13,000	WED'DAY, 13th Aug., at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KORE, YOKOHAMA, SHIMIDZU and YOKOHAMA	SANUKI MARU Capt. Sato.	12,500	TUESDAY, 29th July, at 4 p.m.
	SHIDZUOKA MARU Capt. Irizawa.	12,500	TUESDAY, 12th Aug., at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU Capt. S. Tomimaga.	12,500	WED'DAY, 30th July, at Noon.
	NIKKO MARU Capt. M. Yagi.	9,600	WED'DAY, 27th Aug., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON			
BOMBAY via SINGAPORE, PENANG and COLOMBO	PENANG MARU Capt. Noma.	12,000	MONDAY, 4th August
KOBE and YOKOHAMA	KITANO MARU Capt. Cope.	16,000	WED'DAY, 30th July, at 5 p.m.
SHANGHAI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi.	9,600	TUESDAY, 29th July, at 5 p.m.

§ Fitted with New System of Wireless Telegraphy.

1 Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

TELEPHONE Nos. 232 and 1241.
T. KUSUMOTO, MANAGER

11-12-13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Hongkong	Connecting Steamers from Colombo to	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Colombo		MARSEILLES & LONDON		
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
DETTA ...	August 2	MAJOA ...	Aug. 31	Sept. 5
DELTA ...	August 16	NONGOLIA ...	Sept. 14	Sept. 20
ARCADIA ...	August 30	MACEDONIA ...	Sept. 27	Friday
DEVANHA ...	Sept. 13	MAIWA ...	Oct. 11	Oct. 3
ASSAYE ...	Sept. 27	MOULTAN ...	Oct. 25	Oct. 17
CHINA ...	October 11	MOREA ...	Nov. 8	Oct. 31
DELTA ...	October 25	MARMORA ...	Nov. 22	Nov. 14
INDIA ...	Nov. 8	MOLDAVIA ...	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £48.8 " £72.12 " £106.14 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong About	Due MARSEILLES About	Due LONDON About
SIMLA ...	August 6	Sept. 12	Sept. 21
NAMUR ...	August 20	Sept. 25	Oct. 5
NANKIN ...	September 3	Oct. 9	Oct. 18
NYANZA ...	September 17	October 24	Nov. 2
NORE ...	October 1	Nov. 5	Nov. 15
NILE ...	October 15	Nov. 19	Nov. 29
SYRIA ...	October 29	Dec. 3	Dec. 11
SUMATRA ...	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON:
1st SALOON £55.0 SINGLE, £82.10 RETURN.
2nd " £38.10 " £57.4 " £82.10 RETURN.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. E. P. Martin, R.N.R.	About 31st July.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE Capt. G. J. Caldwell	Noon, 2nd Aug.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SIMLA Capt. G. Phillips	About 6th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NYANZA AND YOKOHAMA	Capt. H. N. Rivers, R.N.R.	About 7th Aug.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th July, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG	"KIUKIANG"	On 28th July, 11 A.M.
SHANGHAI	"CHENAN"	On 28th July, 4 P.M.
SWATOW, AMOY & SHANGHAI	"SINGAN"	On 28th July, 4 P.M.
HAIPHONG	"SUNGKIANG"	On 30th July, 11 A.M.
TSINGTAU, WEIHAIWEI, CHE- FOO, NEWCHANG & CHIWAN	"TCHANG"	On 30th July, 4 P.M.
MANILA, CEBU & LILLOI	"TAMING"	On 30th July, 4 P.M.
SHANGHAI	"TUCHOW"	On 31st July, 4 P.M.
SHANGHAI	"YINGCHOW"	On 2nd Aug., 11 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation, Amidships, Electric Fans fitted; Extra State-rooms on Deck, all on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

R.H.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE,
For Freight or Passage apply to—
Hongkong, 28th July, 1913. Telephone 35. AGENTS [7]

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.):
S.S. BRISGAVIA ... 28th July.	S.S. BRISGAVIA ... 31st July.
S.S. BELGRAVIA ... 30th July.	FOR BOSTON & NEW YORK:
S.S. SCANDIA ... 14th Aug.	S.S. ARAGONIA ... 1st Aug.
S.S. SENEGBAMBIA ... 26th Aug.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. UCKERMARK ... 28th Aug.	S.S. PRUSSEN ... 12th Aug.
S.S. LIBERIA ... 11th Sept.	FOR HAVRE, DUNKERK, ROTTERDAM & HAMBURG:
S.S. ARABIA ... 23rd Sept.	S.S. BERMUDA ... 18th Aug.
	FOR MARSEILLES & HAMBURG:
	S.S. SAXONIA ... 22nd Aug.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SILESIA ... 26th Aug.

For Further Particulars apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th July, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. S. Rosch ...	TUESDAY, 29th July, at 11 A.M.
"HAICHING" ...	Capt. W. C. Passmore ...	TUESDAY, 5th Aug., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier). During the Months of July and August FIRST CLASS RETURN FARES to FOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAFRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 26th July, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	On 28th July.	On 16th Aug., 11 A.M.
ALDENHAM	On 31st July.	—

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

[7]

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU SHINYO

TENYO - MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU ...	W. W. Greene	THURSDAY, 7th Aug., Noon.
NIPPON MARU ...	A. G. Stevens	TUESDAY, 25th Aug., at Noon.
TENYO MARU ...	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU ...	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU ...	H. S. Smith	THURSDAY, 25th Sept., at Noon.

The S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on THURSDAY, the 7th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TERUANTEPEC NATIONAL RAILWAY at SALINA CRUZ)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUOY MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU ...	17,200	TUESDAY, 5th Aug., at Noon.
BUOY MARU ...	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU ...	18,500	WEDNESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"CHICAGO MARU" ...	Goto	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU" ...	K. Hori	SATURDAY, 23rd Aug., at 1 P.M.
"TACOMA MARU" ...	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.
"PANAMA MARU" ...	J. Kame	WEDNESDAY, 27th Sept., at 1 P.M.
"SEATTLE MARU" ...	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU" ...	N. Kobayashi	WEDNESDAY, 15th Oct., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

Steamer	Captain	Leaving
"INDO MARU" ...	K. Komiya	WEDNESDAY, 30th July, P.M.
"LUZON MARU" ...	H. Yamamoto	TUESDAY, 26th Aug., 4 P.M.
"SAIGON MARU" ...	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

Steamer	Captain	Leaving
"SAIGON MARU" ...	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.
"INDO MARU" ...	K. Komiya	SATURDAY, 20th Sept., P.M.
"LUZON MARU" ...	H. Yamamoto	TUESDAY, 21st Oct., P.M.

CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU" ...	Y. Yamamoto	WEDNESDAY, 30th July, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU" ...	S. Tokunaga	MONDAY, 28th July, at Noon.
"DAIJIN MARU" ...	M. Nagano	SUNDAY, 3rd Aug., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashiro	WEDNESDAY, 6th Aug., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashiro	FRIDAY, 1st Aug.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soan Yip Wharf (near the Harbour Office, Praya Central). For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

Second Floor, No. 1, Queen's Building



PHILIPPINES S.S. CO

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
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ZAPIRO ...	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 5th Aug., 4 P.M.
RUBI ...	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 15th Aug., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards Carried. For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers, Hongkong, 28th July, 1913.

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THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

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HONGKONG, CHINA, AND JAPAN, AGENTS.

Telephone No. 212.

Telegraphic Address: "TAIKOO DOCK." [449]

JAVA-CHINA JAPAN LIJNREGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED IN OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS ...	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJIBODAS ...	SHANGHAI	First half of August.	JAVA	First half of August.
TJIKINI ...	JAVA	First half of August.	SHANGHAI	First half of August.
TJIMANOER	JAPAN	First half of August.	JAVA	First half of August.
TJITAROEM	JAVA	Second half of August.	JAPAN	Second half of August.
TJILATJAP.	JAVA	Second half of August.	JAPAN	Second half of August.
TJILIWONG	JAVA	Second half of August.	SHANGHAI	Second half of August.
TJIMAH				

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 25th July, 1913.

Telephone No. 375.

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NORDDEUTSCHER LLOYD. BREMENIMPERIAL GERMAN MAIL
LINES.

FOR

STEAMERS	TONS	TO SAIL.
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NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK" Capt. H. Formes	1,700 } Wed., 6th Aug., at 10 A.M.
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SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW" Capt. C. Nareath	16,900 } About Wed., 6th Aug.
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MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	6,000 } Saturday, 9th Aug., at 9 A.M.
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KOBE	"PRINZ WALDEMAR" Capt. H. Bremer	6,000 } About Tuesday, 19th Aug.
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JESSELTON, KUDAT and SANDAKAN	"BORNGO" Capt. J. Kuehler	5,000 } About End of August.
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All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD.

MELOBERG & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 25th July, 1913.

THOS. COOK & SON.TOURIST, STEAMSHIP & FORWARDING AGENTS.
BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

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